GRUMMAN plane news

Vol. 37, No. 12, Bethpage, N.Y., August 25, 1978

It's not anytime, baby...

Don't forget to register to vote

Why not exercise your rights as a United States citizen and vote on Election Day, November 7. To vote you must be a citizen, 18 years old, a resident of your county, city or village for 30 days by Election Day — and you must be registered.

In New York State, your registration is permanent, unless you move or do not vote two years in a row. If you have not registered before or must re-register again because of change of address or failure to vote regularly, the Political Action Committee is sponsoring a special voter registration at the Long Island facilities on September 18, 19, and 20.

The Grumman Political Action Committee was established in 1976 to encourage eligible Grummanites to play a more vigorous role in the American political system.

Last year, PAC sponsored a Meet Your Candidate night featuring those people running for the office of Nassau County Executive. This year, the PAC is planning to hold a similar forum for New York State Gubernatorial candidates.

Voter registration is also a big item on the PAC's agenda for this fall. Says Tom Rozzi, chairman of the PAC Steering Committee, "It's important for everyone to act as if the whole election depended on his single vote."

If you register during this period, you will be eligible to vote in the General Election in November. This year, the entire House of Representatives is up for election; and your State Senators or Assemblymen.

When you register, you may also join a recognized party. There are four recognized parties in New York State: Democratic, Republican, Liberal and Conservative. Enrollment in a party gives you the opportunity to help select that party's candidates by voting in its primary election. (If you register during these sessions, you will be able to vote in the 1979 primaries.)

If you are not a resident of Nassau or Suffolk Counties and wish to register to vote, forms are available from Board of Elections, libraries, town and village halls, political parties and the local League of Women Voters.

Those who wish to register September 18, 19 or 20 should fill out the form below and drop it off at the nearest Employee Service office:

Name:_____

Address:_____

Plant_____ Dept._____ Ext._____

Aggressive. That word is frequently used by Vice President Tom Guarino when he discusses his new assignment as director of Corporate Program Management.

He succeeds Ross Mickey who was named Vice President-Offset Programs for Grumman Corporation earlier this year.

Guarino takes over the reins of the Corporate Program world at a time when the company has 11 major program areas — F-14, E-2C, EF-111A, A-6E, EA-6B, Space, Nacelle/Thrust Reversers, Training Systems, Subcontracts, Marine Products and Modifications.

"Approximately 15,000 people at Grumman work on these programs," states Guarino. "It's an across-the-board involvement. . .from Engineering to Manufacturing. Maintaining this workforce of top-notch talent depends heavily on how well we in Program Management do our job."

Guarino cites three major areas that must be "aggressively pursued" by his program teams: delivering a top quality product to the customer on time, and at a fair profit; improving the current product line; and bringing in new programs.

"Since the company first opened its doors for business, it has strived to deliver 'nothing but the best' to its customers," states Guarino.

"It's our job in Program Management to propagate that slogan. . .it's the mainstay of Grumman's way of doing business. When we continually deliver top quality products, on time, it makes it easier for our customers to come back for more Grumman products."

While he admits that an outstanding operational record is a very strong foundation to work from, Tom says that there are other important factors involved in doing business today.

The aerospace market is much more complicated now than it was 20 years ago. "It requires much more political awareness on our part. It's no longer enough to design and build good hardware on time and within cost. We have to be more visible on the political scene."

Recent Congressional actions demonstrate this. In April of this year, the House Armed Services Committee voted to delete all funding for the EF-111 Program. Working closely with Vice President Gordon Ochenrider and the Grumman Washington office and Grumman Business Development, Program people were frequent visitors to Capitol Hill. They spread the word to the appropriate members of Congress and their staff about the capability and performance of the EF-111. They also were able to lend support to other company products in their discussions with ranking government officials.

"It's an unending cycle," says Tom. "While appropriations are being drawn up for one fiscal year, next year's order list is being formulated in the Pentagon."

A few weeks ago, Grumman saw the fruition of its efforts in Washington when Senate and House conferees voted to restore the EF-111 Program.

Looking on down the pike

Reflecting on future major aircraft programs coming on down the pike, Guarino stresses that "the future of the company relies heavily on our ability to continually improve our current stable of aircraft."

For years, company products have been labelled "Grumman Ironworks." With the Grumman-designed rugged airframe, the company has been able to continually update its aircraft by integrating new systems — extending the longevity of all its aircraft programs.

> ***'nothing but the best'***
>
> ***It's our job in Program Management to propagate that slogan ... It's the mainstay of Grumman's way of doing business'***
>
> ***Tom Guarino***

Guarino thinks the Intruder is an ideal model on which to base the life plans of other major Grumman programs.

Throughout its 20-year life span, the A-6 all-weather attack aircraft has been continually updated with the latest electronic systems. The adaptable airframe has been able to constantly house the latest state of the art in all-weather attack. Today it is currently being outfitted with TRAM (Target Recognition Attack Multi-sensor).

In addition, Guarino points out that the rugged airframe was adaptable to a KA-6D tanker — and

Tom Guarino

the electronic countermeasures aircraft, the EA-6B Prowler, also utilizes the basic A-6 airframe. The Prowler has also been adaptable to the ever-changing electronic warfare scenario.

Another star in the Grumman line-up is the E-2C Hawkeye. Grumman's expertise in integrating highly sophisticated electronic systems into its basic airframe has enabled the Hawkeye to increase its airborne early warning capabilities by "quantum leaps" over its original version introduced in the fleet in 1964.

Tom also sees the F-14 Tomcat as a highly adaptable aircraft for future missions.

In addition, by working closely with Grumman International, Guarino plans on following Chairman and President George Skurla's game plan of "maximizing foreign sales." He says there is a great potential market for our present aircraft products around the world.

Began career at Grumman in 1961

Seventeen years ago, when Tom came to Grumman, he was assigned to Advanced Systems and helped pioneer the development of the EA-6B. In 1964, he was named EA-6B systems project engineer, and over the next six years served as electronics project engineer, engineering manager and then program manager.

When he became E-2C program director in 1970, he spent long hours with his team readying the Hawkeye for production. Elected a vice president in 1975, he coordinated all aircraft program activities relating to international sales, a year later. Then, he became director of Navy Programs (F-14, A-6 and E-2C) and, in June 1977, took over responsibility for EF-111A and EA-6B.

To keep track of the wide spectrum of Grumman programs, Guarino depends on his program directors and his staff. During his 17-year career at Grumman, he has "learned to delegate responsibility. "As more and more programs begin to report to you, you realize that you must step away from the daily involvement with each program. You learn to rely on your best managers, technical people, and experts in their respective fields."

What does he look for in managers? "Basically, their track record. . .Preferably they should be a generalist — be familiar with finance, scheduling, etc. And, most important, they must have a good working relationship with people. In Program Management, we deal with people across the board — inside and outside the company."

Building for future

Building upon a program that his predecessor Ross Mickey initiated, Guarino plans to nurture future program managers in a special professional development program, specifically tailored for Grumman's Program Management world. "It will be a formal course that every beginning program manager must undergo. Not only will we have

(Continued on page 5)

Gulfstream I marks 20th anniversary

Over 20 years ago, a competitor made a market survey of Grumman's first business aircraft, the Gulfstream I. Its projection: Grumman would sell between 15-17 and lose a lot of money.

Time has proven the opposition wrong. Two hundred Gulfstream I's were built — and the company never lost a dime.

Two decades ago, developing a top-of-the line business aircraft was considered an ambitious undertaking. The G-I was to be the first prop-jet airplane designed specifically for the business flying market. It would sell for a million dollars — a big gamble in those days since companies could pick up a used DC-3 for under $250,000.

But the Gulfstream proved to be a big success. It established itself as the "Rolls Royce" of the business aircraft community. It spurred the development of its successor, the Gulfstream II, a high performance business jet. Today, Grumman Aerospace engineers are writing a new chapter by developing the Gulfstream III.

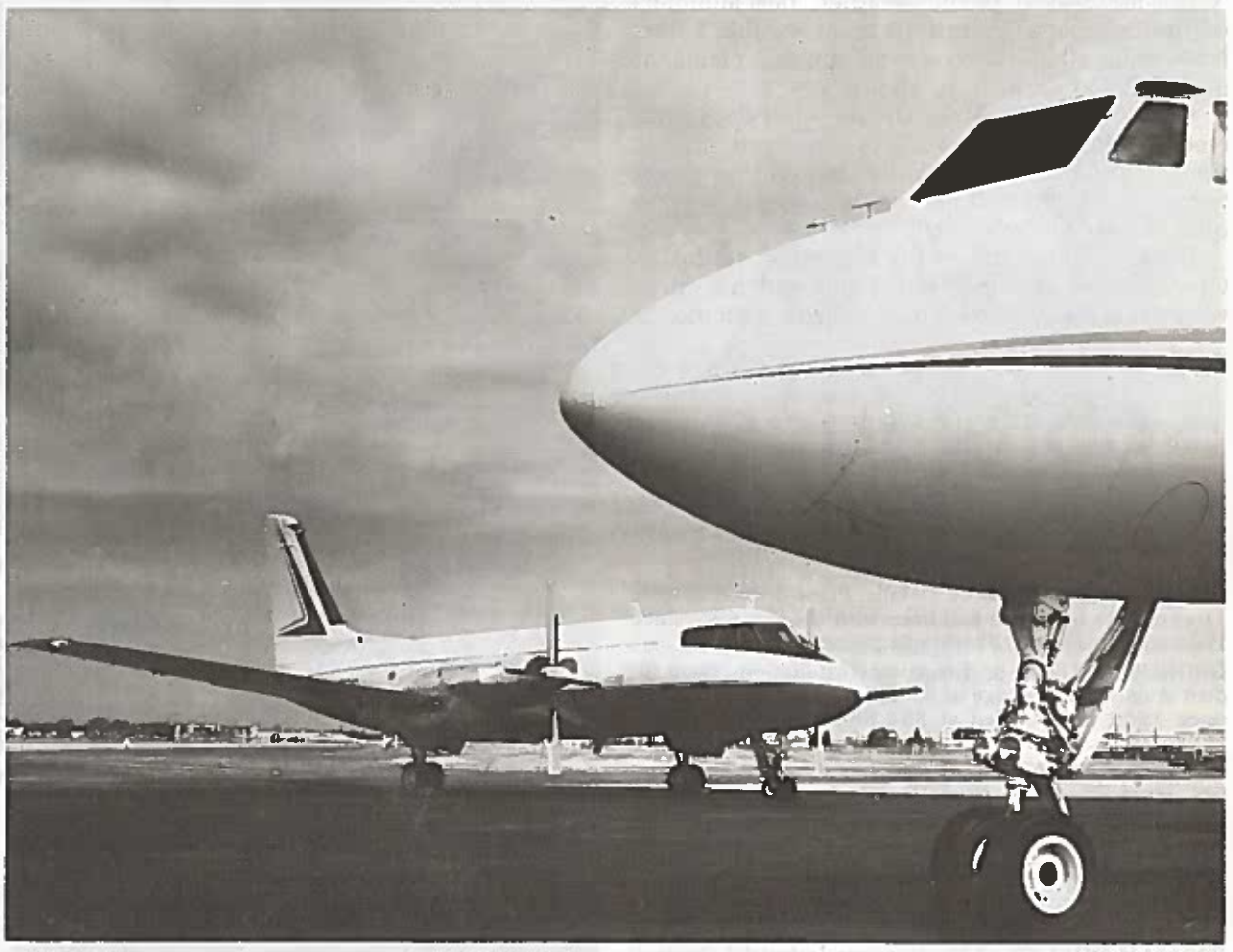
Maiden voyage

The first Gulfstream, N701G, made its maiden flight on August 14, 1958. It took off heading south with test pilots Carl Alber and Fred Rowley at the controls. Since then, the company-owned Gulfstream has flown almost 9,000 hours and over two-and-a-half million miles.

"The plane is rarely out of service," says Frank Sepp, Maintenance manager.

"It's a real workhorse!" adds Ted Faller, Flight Transportation manager. "Its regular schedule includes flights to Washington, D.C. every Tuesday and Thursday; and Dayton, Ohio on Wednesdays."

Besides transporting Grummanites on business trips the G-I N701G can be quickly converted to carry cargo; it's also been used as an air ambulance. For instance, during the Sixties, the Lunar Module ascent engine was frequently flown between Cape Kennedy, Buffalo and Houston during its testing stage. "During this stage of the program," says Faller, "delays of even half-an-hour meant thousands of dollars. The Gulfstream and the Lunar Module ascent engine logged many miles together and saved the Space Program quite a bit of money."



A few years ago, N701G waited at Kennedy International Airport for its special passenger, a burn victim, who had just been flown in from overseas. The Gulfstream had been quickly pressed into service to fly the patient to a special Burn Center in San Antonio, Texas. The Gulfstream's comfort and versatility were of paramount importance in its selection to transport the burn victim to the center, states Faller.

Gulfstream N701G is one of two Grumman owned G-I's. Of the 200 Gulfstreams that were built, 198 are still in service. The Federal Aviation Agency (FAA) which certified the plane was sufficiently impressed enough to purchase two for its own use. Its design and construction have made it virtually a fail-safe airplane, says Sepp.

Happy Anniversary G-I!

GRUMMAN plane news

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Offering lecture series on early L.I. aviation

A free adult education course, "Early Aviation on Long Island," will be presented at Uniondale High School beginning September 19 from 8 to 10 p.m. on Friday evenings.

Larry Micalizzi of ILS Publications Control suggested the course to Uniondale's Adult Education Advisory Board and eventually helped coordinate the series of six lectures.

The first of the series of two-hour lectures takes place on September 19 at 8 p.m. The guest lecturer will be Cdr. William K. Kaiser, USN (Ret.), who will cover the era from the Wright Brothers to World War I.

Gerard H. Hughes, who was a pilot in the Army during World War I, will cover WWI on September 26.

Aviatrix Elinor Smith will lecture on women pilots on October 10. On October 17, George Dade will lecture on the history of Curtis and Roosevelt fields, air shows and the history of aircraft manufacturing on Long Island.

Francis (Gabby) Gabreski takes the rostrum on October 24 for the World War II segment which includes aircraft manufactured on Long Island and his combat experiences as a fighter pilot.

Capt. Herbert A. Ottewill, USN (Ret.), closes out the series of lectures on October 31 with the post war period and the beginning of commercial aviation transportation.

For further information on this lecture series, write: Adult Education Office, Uniondale High School, Uniondale, New York, 11553.

retirees

On behalf of their fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement.

James Carbonaro (2), Harold Dittmeier (3), Gordon Mitcher (43), Arthur Schaeffler (12), Edward Ellison (30), James Fantry (3), George Ford Jr. (2), Eugene Mancuso (2), Eugene Toner Jr. (36), Albert Eckerson (30), Leonard Cullison (77), Joseph Goff (14), George Halleran (2), George Okun (40), Joseph Plunkett (2), Joseph Thomson Jr. (5), John Reilly (36), Dorothy Cavins (77), Walter Hopkins (1), Clifton Gardiner (1), Helen Laning (5), Frank Bartolotta (12), William O'Neill (2), Edward Schlitz (7), Francis Waite (6), Beulah Forbes (43), Catherine Bradley (5), Edward Pabst (35), Raymond Metz (2), Edgar Cox (77), Adam Majewski (3), Phillis Clarkson (28), Eugene Power (30), Max Ross (44), Irving Krinsky (3), Charles Arater (3), Thomas Totten (6), Stanley Nosel (1), Donald Small (88), Jean Watson (6), Arthur Westerfeld (7), Arnold Anderson (66), Thomas Ambrosic (87), Clifford Gilmore (7), Walter Maas (3), Charles Terry (2), Patsy Tierno (43).

Precipitation doesn't dampen Bethpage celebration

It wasn't ideal picnic weather, but members of the Bethpage Operations team wouldn't let a little rain spoil their second annual picnic at McKay Field on Friday, August 4.

Under the dance floor shelter, attendees gathered to chat with co-workers and feast on the fresh corn, hot dogs, hamburgers, chicken, and heroes. Of course, there was plenty of beer to quench everybody's thirst.

General consensus of the attendees: Bethpage Ops General Manager Bill Trillo and his corps volunteers really know how to throw a picnic.

obituaries

RENEE DELGADO of Assemblies, Plant 3 died July 16 at the age of 27. He had been with the company since 1970 and resided at 88 Wadworth Ave., Levittown.

GUIDO PELLEGRINO of Details, Plant 3, died August 11 at the age of 57. He had been with the company since 1965 and resided at 1526 9th St., West Babylon.

GEORGE REILLY of Electrical Installation, Plant 6, died August 3 at the age of 52. He worked for Grumman since 1956 and resided at 354 Smith Rd., Lake Ronkonkoma.

ANTHONY SEMENUK of Supplier Planning and Control, Plant 30, died August 10 at the age of 47. He had been with the company since 1965 and resided at 133 Burr Rd., East Northport.

VINCENT SOTTILE of Product Support, Plant 6, died August 10 at the age of 51. He worked for Grumman since 1958 and resided at 258 34th St., Lindenhurst.

WILLIAM HOELER of Maintenance Industrial Control, Plant 12, died July 19 at the age of 50. He had been with the company since 1964 and resided at 115 Lambert Ave., Farmingdale.

DANIEL E. POLLOG of Logistic Services, Plant 80, died July 29 at the age of 51. He worked for Grumman since 1948 and resided at 965 Via Rancho Pkwy., Excondido, California.

ROBERT G. RAYMOND of Quality Control Management/Administration, Plant 4, died July 27 at the age of 46. He had been with the company since 1962 and resided at 225-47th St., Lindenhurst.

Personals

On behalf of my family and myself, I would like to thank all of my friends at Grumman for their sympathy and kindness during the recent loss of my father. Charles Brown

My family and I wish to thank my co-workers and Employee Services for their kindness and sympathy during the recent loss of my mother. Tony D'Amico

I would like to express my sincere appreciation to all my co-workers, friends and Employee Services for their kindness during my recent illness. Ethel Dreimann

I wish to thank all my friends, co-workers and Employee Services for their kind expression of sympathy during the recent loss of my wife. Frank Filipo

My family and I wish to express our appreciation to our many friends and co-workers for their thoughtfulness and sympathy during the recent loss of my mother. Charles Frank

My family and I wish to thank all our co-workers, friends and Employee Services for their kind expression of sympathy during the recent loss of my husband. Mrs. William Hoeler

My family and I wish to express our sincere appreciation for the kindness and sympathy offered by my friends at Grumman during the recent loss of my father. We also wish to express our thanks to the Grumman Blood Bank. Barbara Labanowski and Family

I wish to thank all my friends, co-workers and Employee Services for their thoughtfulness during my recent illness. Howard Moffett

I would like to express my sincere appreciation to all my friends for their kindness during my recent illness and recuperation. Lew Simpson

Get new assignments

Several Grummanites received new assignments during the past month.

William Hettinger has been appointed director of Business Operations in the Washington Office. He reports to Gordon Ochenrider, Vice President-Washington Operations. Hettinger can be reached on Ext. 7600.

The following appointments have been made within Bethpage Operations:

August Ripp was named special assistant for Production, reporting to Bill Trillo, general manager of Bethpage Operations. He can be reached on Ext. 2071, mail stop B11-02.

Frank Leone was named director of Plant Operations for Plants 1, 3, 4, and support of Plant 14/26 operations as a service function. He is located at mail stop B11-02, Ext. 2432.

Harold Pabst is director of Plant Operations for Plants 2 and 36. He is responsible for the multi-plant operations of Details/Sub-Assemblies, EB Weld, and major assembly efforts currently being restructured in Plant 2. He can be reached on Ext. 3883, mail stop B11-02.

Donald Martinolich was appointed deputy director of Plant Operations for Plants 2 and 36. Reporting to Pabst, he can be reached on Ext. 6446, mail stop B37-02.

William Dengler Jr. was named deputy director of Quality Control, Bethpage Operations. He reports to Bill Crabill, director. He can be reached on Ext. 8575, mail stop B12-02.

New director assesses Program Management

(Continued from page 2)

Grumman managers as instructors, but people from other companies and from the academic world."

Guarino plans to conduct "an aggressive recruiting program looking for these top caliber people."

Consolidation is also on the agenda. "It's not a new idea, but it's one that I am quite keen on," says Guarino. As director of Aircraft Programs, he worked closely with Ross Mickey and Ralph "Doc" Trip, Executive Vice President-Operations on consolidation of Program Management. Today, E-2C and Hydrofoil programs are under one program director. and CF-14 and A-6 now report to one manager.

To monitor performance, each program submits a six-month plan (including budget, deliveries, etc.). Every month, "we review that plan to see how we've progressed and where we need improvement. In addition, we have a solid senior staff that is in daily contact with the customers — and, in turn, with our program directors."

'Tiger Team' approach

What happens when trouble occurs? To get to the heart of the problem and effect a timely solution, Tom often uses a "Tiger Team" approach. "When surgery is required you have to put together the best 'medical' team possible." He often calls upon financial, operational and technical experts to help solve the problems. Says Tom, "The secret of success in dealing with trouble comes from an ability to spot the problem early and put together the right collection of people to solve it. The "Tiger Team" technique is really not new. The trick is to effect a lasting solution because Program Management must resolve problems not just catalog them."

Because he inherited a "smooth running Program Management operation," Guarino adds his own personal touch to the operation as needed.

It is not uncommon to see Guarino in the wee hours of the morning visiting an experimental lab in which a new system for the E-2C is being tested. Or he might show up at a program meeting to assist in smoothing out a problem in budgeting. He views his role as head of Program Management as a "troubleshooter and policy maker."

He spends an average of two days a week in his office in Plant 25. The other times he can be found around the company's facilities, in Washington, at customers' sites, or any corner of the world. He strongly believes that on many occasions more can be accomplished in a one-on-one conversation than in any other way. So he'll hop a plane and personally visit a customer — no matter where — on his own home turf.

Tom lives in Huntington with his wife Kathy. A long time tennis and squash player, Tom, in recent years, has turned to the sea in his spare time to fish with his two sons T.J. and Paul and daughter Katie.

On exhibit. *Eighty representatives from aerospace firms throughout the country were treated to a demonstration representing the highlights of equipment and techniques developed during a two-year Air Force-Grumman contract. Exhibits showing the cutting, machining and drilling of composites were set up in Plant 3's automated assembly drilling area for the July 12th demonstration. (Photo by Rich Breunig)*

Win new ILS pacts

Grumman Aerospace recently won several Integrated Logistic Support Contracts.

Under a $97,200 award from the Naval Air Engineering Center (NAEC), Lakehurst, New Jersey, Grumman will provide logistic planning for avionic shops aboard the U.S.S. Saipan-Landing Helicopter Assault Ship (LHA-2). This contract is a direct result of similar logistic planning efforts for attack carriers called CAMSAP (Consolidated Air Mix Site Activation Plan) says Fred Puglisi of Customer Requirements.

According to Puglisi, Grumman Aerospace has received approximately $750,000 in new business contracts for this program — "the results of which should provide Grumman with additional knowledge of the operating and support environment aboard LHA class carriers."

Grumman also received an $86,000 advanced development contract from the U.S. Air Force Rome Air Development Center (RADC) in Rome, New York, to develop design trade-off procedures to improve printed circuit board testability. This is the second RADC award to date. Both are aimed at reducing the cost and turn-around time for testing electronics.

One more on tap

In addition, a second purchase order for a Computerized Automatic Tester (CAT-M) valued at $161,000, was received from General Electric Company, Utica, New York. The CAT-M, which is fabricated at Great River, is a miniaturized version of Grumman Aerospace's CAT-IIID, a computerized tester used to check printed circuit boards in various aircraft avionic system components. The CAT-M digital module tester is designed to compete against commercial testers in the Automated Test Equipment (ATE) market place.

Elect Busi GC Vice President

At a recent meeting of the Board of Directors, Nat Busi was elected a vice president of Grumman Corporation. He will continue in his present capacity as Controller.

Busi spent 11 years in public accounting prior to 1963, when he joined Grumman Aerospace as a member of the Controller's staff. He served as director of Accounting from 1965 to 1973 when he was appointed Assistant Controller for Grumman Corporation. In 1976 he was elected Controller.

Busi, a certified public accountant, graduated from Fordham University in 1949, attended St. John's School of Law in 1955 and 1956, and completed the Program for Management Development at the Harvard University Graduate School of Business Administration in 1969. He served in the U.S. Army from 1951 to 1953 and was discharged as a First Lieutenant.

Busi is a member of the American Institute of Certified Public Accountants and the Procurement and Finance Committee of the Aerospace Industries Association.

His office is in Plant 111, and he can be reached on extension 7874.

Nat Busi

The Farmingdale years: business boom

This year marks the 50th anniversary of Republic Airport in Farmingdale. As some Grummanites and many retirees remember, the airport's history and that of Grumman Aircraft Engineering Corporation are closely linked. Republic was Grumman's third home in the 1930's, when the field was known as Farmingdale Airport.

In 1932, the three-year old company had outgrown its quarters, the Naval Reserve Hangar at Curtiss Airport in Valley Stream. (The Valley Stream facility was Grumman's second location; the company was started in 1929 in a rented garage in Baldwin.) However, by 1932, when a larger facility was needed, space was found in Farmingdale Airport, in a factory formerly used by the Fairchild Corporation. Tools, benches, jigs, raw materials, and airplanes in various stages of assembly were all packed up and hauled to Farmingdale.

A ten-year commemorative booklet, "A Decade of Progress", was published by the company in 1939. This is what was written about the move to Farmingdale.

Moving was a difficult but novel task. The entire force approached it with the same friendly cooperative spirit that had existed since the company was formed. Some confusion as to the whereabouts of one's belongings existed for a few days in the new place, but in a really short time, order was established and work begun with renewed vigor.

Although Grumman stayed in Farmingdale for only five years, from 1932 through 1937, it was a period of tremendous growth. The company's employee roster grew from 40 to over 400; six new airplanes were designed, and 246 were built.

During those years, Adolph Hitler was making terrifying inroads in Europe, and Grumman production lines were rapidly turning out single-seat fighters, amphibians, and scouts for the Navy and the Coast Guard. By the end of 1936, Grumman had completed work on about $5-million worth of defense contracts.

Because of the urgent need to turn out planes in a hurry, new, more efficient production methods were developed. During the Farmingdale years, Grumman moved away from hand-built, cut and fit methods and developed sophisticated, production tooling techniques. Tooling provided speed, accuracy, and greater flexibility in design.

Among the planes designed and/or manufactured in Farmingdale were the FF-1, the first Navy fighter equipped with retractable landing gear; the SF-1, which had the same airframe and engine as the FF-1, but with increased fuel tankage replacing one fixed .30 caliber machine gun; the JF series, a long line of Grumman amphibians; the J2F-1, another amphibian, fitted for carrier duty; the F2F-1, a single-seat biplane fighter with retractable gear; the F3F series, the last biplane fighters; and the G-21, the famous Goose — an eight-place boat-type high wing amphibian.

Engineering department. *Accommodations in Farmingdale were less than luxurious. The gentlemen above playing poker and eating bologna sandwiches are: (far left) George Kass; the man above him is unidentified; Eddie Weick is in a dark suit with his arms folded; Oscar (Pete) Erlandsen is reaching for a card; the man in the foreground sitting on a stepladder is unidentified; that's Dick Hutton holding a brown paper bag on his lap; to the right is Charles Niles; in back of them in shirtsleeves is Tom Rae. If you know who the other two card players are, call the History Center, Ext. 2401.*

Milestones

Ask a few Grumman retirees what they remember most about the Farmingdale years and they come up with two things. The first is the tragic death of test pilot Jim Collins, who died in a crash while testing the XF3F-1 in 1935. The second is the day of the hail storm. The 1939 commemorative booklet describes it this way:

During the early stages of work on this contract [the XF3F-1] the employees were subjected to a trying experience. On the sultry afternoon of August 1, 1935, a black cloud moved over the central part of Long Island. Five minutes later, hail stones the size of golf balls crashed in blue explosions of glass through the skylights of the plant's saw-toothed roof. Caught suddenly in this barrage, the men dove for safety beneath the work benches or took refuge in the wooden-roofed hangar. The damage sustained was fortunately confined to property, injury to personnel being very slight. A recess from aircraft work was declared while all hands volunteered as amateur glaziers!

In the company's eighth year of business, 1937, Grumman had once again outgrown its facilities. But this time, instead of renting property, Grumman purchased its own site — 120 acres in Bethpage. The move was completed on April 8, 1937, and the Farmingdale years were over.

Farmingdale. *According to best estimates, the above photo at the old Farmingdale plant was taken around 1937. About 40 Grummanites came to the facility from Valley Stream in 1932; by 1937, the employee roster had swelled to over 400. That's Jake Swirbul, then Vice President and General Manager, in the back row just to the left of the flagpole. If you can spot any other familiar faces, contact Grumman Historian Herman "Schoney" Schonenberg, Ext. 2401. On this page, a few Farmingdale birds. . .top row (L to R) G-21 and FF-1; second row, SF-1, F3F-1, and XF2F-1; third row, JF-2, XF3F-3, and XSBF-1; fourth row, XSF-1, XSF-2, and the Gulfhawk.*

A.J. Cartozzolo

S. Warren

L. Muller

J.F. Ewald

H.A. Farrar

E. Calabria

R.E. Player

J.L. Barbour Jr.

E.F. Berard

A.F. Ingoglia

L.E. Bloxsom

A.J. Cramer

W.H. Foshay

C.F. Winterstein

J.A. Kelly

W.H. Howard

G.A. Beattie

W.E. Waters Jr.

M. Greenberg

J. Tashie

G.S. Andersen

service milestones

35

Arthur P. Smith, Assy. Meth. & Plng. (1)
Norman M. Maier, Vehicle Liaison & Engg. (1)
James M. Yeager, Router & Shear (2)
Raymond Cornell, Cadmium Plate (2)
Howard J. Baldwin, Dtls. (3)
Kenneth A. Markwalter, Mech. Dtl. & Finish (43)

Credit Union note

Hurdman and Cranstoun, Certified Public Accountants, acting on behalf of the Supervisory Committee of the Bethpage Federal Credit Union, recently forwarded confirmation requests about share and loan balances to members whose permanent numbers end with an odd digit.

This is a routine audit operation prescribed by Federal Regulations for protection of the members. If the final digit of your permanent number is odd and you did not receive a confirmation request, please write your name, permanent number and telephone extension in the space below and submit it to :

Hurdman and Cranstoun, Plant 30

Name _____

Permanent No. _____ Ext. _____

Walter Mattson, A/C Syst. Serv. (76)
Leo Siemion, Prod. Release & Anal. (2)
Louis D. Spina, Wing Inner Panel & Combo. (36)

30

Leroy E. Budd, Small Parts Fab. (2)
William I. Raynor Jr., Tanks & Ducts (2)
Charles D. Howard, Major Assy. (2)
Joseph G. Walsh, Mfg. Adm/Procedures (2)
Charles W. Cornell, Prod-Cntl-Parts (2)
Anthony J. Renna, Stockrooms (2)
Fred J. Kolb, Assy. Tool & Hand Equip. (2)
Sidney C. Weihs, Final Assy. Struct. (5)
Edward C. Richardson, Prod. Super. (5)
David E. Waite, Aero. Test (5)
John W. Coursen, Bus. Devel. Mgt (5)
Stephen Kiss Jr., Corp. Est. Tech. Mgt/Staff (5)
Gerald D. Ryan, Cust. Reqts. (5)
Herbert J. Raeth Jr., Matl. Hand/Storage (6)
James P. Kelly, Tech. Direct. (25)
Wilbur F. Schlosser, Supplier Cntrl. (30)
Bergen K. Smith, Stockrooms (36)
John R. Hines, Config. Data Mgt. (36)
Harry J. DeMeo, Prog. Mgt. (40)

25

Salvatore G. Rizzo, BPA Qual. Engg. Prod. Suppt. (1)
Angelo J. Caratozzolo, Insp-Mech. (1)
Stanley Warren, Parts Paint (2)
Louis Muller, Clean & Descaling (2)
John F. Ewald, Stockrooms (2)
Henry A. Farrar, Spec. Tool Des. (2)
Emil Calabria, Convent. Mach. (3)

Russell E. Player, Convent. Mach. (3)
Junious L. Barbour Jr., Honeycomb Core Dtls. (3)
Ernest F. Berard, Spec. Tool Des. (3)
Anthony F. Ingoglia, Vehicle Liaison Engg. (3)
Levi E. Bloxsom, Elect. Test (4)
Arnold J. Cramer, Flt. Oper/Gulf O&R (4)
John P. Christensen, Finan. Ops. (5)
William H. Foshay, Struct. (6)
Carl F. Winterstein, Struct. Syst. Prod. Suppt. (6)
Carmine L. Monaco, Final Assy. Insp. (6)
John A. Kelly, Flt. Avionics (7)
William H. Howard, Optic. & Display Equip. Des. (14)
Henry J. Tremblay, Rec-Insp-Mach. Parts (24)
George A. Beattie, Mfg. Tech. Prod. Serv. (25)
Harry W. Schmidt, Corp. Instr. Ground Test (25)
William E. Waters Jr., Repair Cntrl. (30)
Marvin Greenberg, Suppl. Adm. (30)
John Tashie, Specifications (4)
Gordon S. Andersen, Mach. Shop (56)
Vito Farinola, PPO/A6 & Misc. (60)

20

Thomas H. Rothwell, ILS Equip. Tech. Mgt. (1)
Onofrio Florio, ILS Elect. Pkg. (1)
Robert H. Mierzejewski, Prod. Plng. (2)
Daniel J. Gray, Mach. Shop (2)
Peter J. Fugaro, Sub-Assy. Plng. (2)
Richard O. Barton, Opt. Tool & Metrol. (2)
Albert Martinez, Prod. Cntl-Parts Cntl. (3)
William J. O'Connell Jr., Dtl. Parts Plng. (3)
Henry B. Sheridan Jr., Wood Shop (5)
Henry J. Degamon, Adv. Proc. Mgt/Staff (5)
William C. Tauby, Crew Syst/Equip. Integ. (5)
Rudolph C. Meyer, Aero. Staff (5)
Thomas S. Ervolina, Prop. Syst. (5)
George Kipin, Struct. Anal. (5)
Donald J. Kaley, Eng. Test Oper/Proj. Engg. (5)
Edwin G. Stiehle, Prop. Est. (5)
Joseph T. Ruggiero Jr., Prog. Plng. Cntrl. & Budg. (5)
Charles P. Cava, Inst. Mgt. & Staff (6)
Donald J. Casey, Calv. Facility (6)

Michael Mastrogiacomo, Maint. (6)
Ronald V. Takach, Budg. & Cost Stat. (6)
Francis X. Greenfield, Softwre. Anal. & Des. (7)
Harry N. Stickle, ILS Tech. Writing (15)
Mary K. Kunkel, ILS Prod. (15)
Robert J. Carlo, ILS Commod. Cntrl. (25)
Arthur J. Burk, Antennas & Radomes (25)
James E. Philbin, P.M. Navy Prog. Staff (25)
John W. Wollstadt, Subcontract. Surv. (30)
Ernest Prodromides, ILS Supply Ops. Proj. Mgt. (30)
Arnold H. Pinker, Div. Cntrl. (30)
William P. Reis, Environ. Cntrl. Des. (35)
Charles W. Errig, Syst. & Cntrl. (35)
Michael F. DeSanto, Dept. Ops. Mgt. & Staff (35)
Barbara J. Stobie, Field Ops. Serv. (35)
Joseph P. Kingfield, director of Ops. Qual. (35)
Donald M. Webber, Ops. (36)
Ronald H. Severa, TS Cust. Train. Instruct. (39)
Murray Cohen, Cntrls. & Mech. (40)
Frank M. Fonte, Specifications (40)
Robert McKeever, EP Circ. & Mod. Fab. (43)

15

John L. Schrink, Sub-Assy (1)
Robert J. Albrecht, Hydraulics (1)
Charles P. Heege, Maint. (1)
Albert J. Kadlec, Parts Paint (2)
George Andreani, Clean & Descaling (2)
Joseph P. LoCicero, Prod. Super. (2)
Albert Reddick Jr., Assy. Meth. & Plng. (2)
James Bolger, Assy. Meth. & Plng. (2)
Marjorie A. Tangle, Assy. Meth. & Plng. (2)
Amadeo Ferrer, Jigs & Fixtures (2)
Frank P. Krist, Jigs & Fixtures (2)
John A. Kruger, Mach. Shop (2)
Herman C. Kovler, Templates (2)
John E. Lacina, Jig Dtls. & Sub-Assy. (2)
Marco A. Sampogna, Jig Dtls. & Sub-Assy. (2)
Louis M. DeTurris, Mfg. Factory Plng. (2)
John A. Davanzo, Assy. Tool & Hand Equip. (2)
Robert G. Frampton, Maint. (2)
James J. Carney, Maint. (2)
Elwood Brown, Maint. (2)
Paul N. Lovasz, Present. Serv. (2)
Edward S. Markowski, Insp-Tooling (2)
Harvey M. Jordan Jr., Convent. Mach. (3)
Edward J. Vaccaro, Convent. Mach. (3)
Robert R. Reed, Details (3)
Edward J. Fairchild, Details (3)
Alfred T. Ferguson, Core Dtls. (3)
Thomas B. Cybulski, Prep. (3)
Nicholas T. Vinciguerra, Tool Maint. & Repair (3)
Richard W. Krug, Maint. (3)
Charles Klosowicz, Maint. (3)
Celestine S. Kocurek, Distrib. Serv. (3)
Manfred H. Brandt, Vehicle Liaison Engg. (3)
Horst Rieckmann, Flt. Ops. (4)
James E. Urban, Flt. Avionics (4)
Bernard S. Fabricant, ILS RF/Cntrl. (4)
Warren E. Schaller, Convent. Mach. (5)
Raymond J. Beauchesne, Convent. Mach. (5)
Emanuel R. Ochs, Convent. Mach. (5)
Leroy T. Kester, Mech. Struct. & Proto. (5)
Harold S. Durfee, Office Mgt. (5)
Kurt Sand, Struct. Des. (5)
Harold A. Bell Jr., Mech/Fluid Syst. Test (5)
Patrick N. Johnson, Environ. Dynamic Test (5)
William D. Rooney, Corp. Est. Tech. Mgt/Staff (5)
John G. Tremel, Maint. (6)
Richard Barlow, Ordnance (6)
Lawrence J. Phippard, Struct. (6)
Gerard Berni, Struct. (6)
Huwelett B. Collins, Prod. Mgt. & Staff (6)
Richard I. Carruthers, Prod. Release & Anal. (6)
Andrew Guszack, Assy. Meth. & Plng. (6)
Ronald J. Lazarto, ILS Elect. Engg. (7)
Leonard S. Fisenne, Corp. Instr. Syst. (7)
Robert A. Jenkins, Mtl. Coordin. (7)
Harold E. Jacobson, Elect. Prod. Suppt. (7)
Arthur D. Gustavson, RF Equip. Prod. Suppt. (8)
Peter DeVita, QC Lab. (10)
Robert R. Reisert, Maint. (12)
Emanuel S. Oriano, Maint. (12)
Anthony F. DeSantis, Maint. Indust. Cntl. (12)
Albert L. Flescher, Adv. Matl. & Process Devel. (12)
John E. Hunter, Meas. Stnd. Lab. (12)
Clifford A. Wing, ILS Tech. Illus. (15)
Jonathan Simmons, ILS Tech. Illus. (15)
William P. Curley, ILS Tech. Illus. (15)
Patrick Hughes, ILS Tech. Illus. (15)
Robert F. Ludwig, ILS Tech. Illus. (15)
Frank Toro, ILS Tech. Illus. (15)
Alfred V. Curcio, ILS Tech. Illus. (15)
Edward M. Rudinsky, Plt. Protect. (18)
Henry L. Pallmeyer, Struct. Des. (25)
Charles E. Mathis, Des. Engg. (25)
Antonio Tenreiro, Corp. Instr. Syst. (25)
Robert E. Flanagan, Prog. Contracts (25)
Richard Beardsworth, Config. Data Mgt. (25)
John E. Hoar, Reqts. Plng. (30)
Margaret N. Glass, Mach. Parts/Matl. (30)
George W. Galley, Gen. Commod. (30)
Ronald M. Swass, Gen. Subcontracts (30)
Wesley G. Oglesby, Finance (30)
John J. Rochfort, Financial & Reg. Reports (30)
Erma R. Haney, Invoice Audit (30)
Edwin L. Soper, Audit Liaison (30)
Rudolph J. Pirozzi, Suppl. Cntrl. (30)
Richard T. Firth, Suppl. Cntrl. (30)
John J. Schneider, ILS Mech. Engg/Des. (35)
David B. Hershowitz, ILS Syst. Des. Engg. (35)
Vincent A. Christina, Struct. Des. (35)
Richard J. Eberl, Weight Optim. & Tech. Devel. (35)
Frank A. Christina, Standards (35)
Michael Avena, QC Qual. Engg. (35)
George A. Singlemann, Config. Data Mgt. (36)
Ray B. Bailey, TS Cust. Train. Instr. (39)
James J. Cuccaro, Electromech. Des. (40)
Jerome Goldmacher, P.M. EF-111 (40)
George Giangrande, Thrust Reversers/Nacelles (40)
Edward C. Rizzotti, Config. Data Mgt. (40)
Peter J. Sinatra, Plt. Protect. (43)
Ferdinand L. Santiago, Mech. Struct. & Assy. (43)
James V. Montalto, Mech. Dtl. & Finish (43)
Frank Fronzo, Avionics Syst. Test (43)
Israel T. Harris, Mfg. Reqts. Plng. (43)
William R. Kopack, Reqts. Plng. (43)
Erasmus J. D'Agostino, Elect. Cable Fab. (44)
Martin P. Koop, Receiv. Insp. (44)
Richard M. Baril, Field Maint. Sqd. (60)
James P. Hubert, Qual. Assurance (66)
John G. Estock Jr., Supp. Equip. Serv. (67)
Joseph F. Ciechanowski, Iran (77)
William J. Bolton, Dassault (77)
Robert A. Lessmann, Employment (89)
Elwood M. Preston, Maint. (111)

Volunteers, show your colors!

Grumman has a long standing reputation of service and involvement with local communities. A primary reason for this reputation is that Grummanites have always played vital roles in their communities.

It is not uncommon to hear of fellow workers donating their time to scouting or the volunteer fire department. And these cases of volunteerism are just the "tip of the iceberg."

In order to get a complete picture of Grumman men and women's involvement in neighborhood activities on both Long Island and throughout the United States, Grumman Corporation's Community Affairs Department asks all volunteers to fill out the questionaire on this page. They are interested in any volunteer work — local chapter of a national organization, a group of people working together to help their neighbors, or whether you are a director or a worker.

In addition, the Office of Volunteer Services of Nassau County has set up a "Board Bank". The purpose of the Board Bank is to provide an infusion of new blood into organizations that often share a board member with other organizations. Many organizations have vacancies on their boards now and can't find interested people to fill them. The Board Bank will keep names on file of people who are interested in serving as board members for a non-profit organization located in Nassau County (you need not be a Nassau County resident). Some organizations who have shown an interest in using the Board Bank are: The American Red Cross, Cystic Fibrosis Foundation, Urban League of Long Island, the United Way of Nassau/Suffolk. If you are interested, call Ext. 3254.

Grumman volunteer questionaire

Name: _____ Badge No: _____

Mailstop: _____ Extension: _____

Organization Name	Location (City)	Office Presently Held

☐ Board Bank Information

Please return to Caren Carlson A11-111

Back to school

Application forms and general rules for the Grumman Tuition Reimbursement Program are now available at all Employee Service (ES) offices and Field Service Administration offices.

Students are reminded that applications for the fall semester must be filed with the Tuition Reimbursement Office, mail stop A01-39, within 30 days of the school's last date of registration.

Final Prowler enters modification program

The last of 21 EA-6B Prowlers to be updated to the latest ICAP (Improved Capability) configuration arrived last month at Grumman Aerospace's Calverton facility.

The Prowlers' primary mission is to protect fleet surface units and aircraft by jamming enemy radar and communications. Its secondary mission includes electronic surveillance and anti-ship-missile defense.

"Since the first EA-6B was delivered in January 1971, modifications have had to be made to meet the ever-changing demands in the hostile electronic countermeasures environment," says Dick Gregor, EA-6B Mod Program manager.

Grumman began modifying the first of the EA-6Bs in October 1976. It was not only the first major modification program for Prowlers in the fleet, it was also Grumman's first Navy contract to perform SDLM (Standard Depot Level Maintenance).

The SDLM inspection is performed while the aircraft is in the "tear-down" stage. "Because of the Navy's extensive operational commitment for the EA-6Bs, these 21 Prowlers have never gone through a major overhaul," says Gregor.

A team of Grumman quality and engineering people inspect and evaluate each aircraft and recommend any repairs required to the Naval Plant Representative Office (NAVPRO). The Navy then signs off which repairs they desire to be accomplished.

Also during the tear-down stage, tactical jamming systems, onboard computers and flight control systems are shipped to vendors for repair and update.

When a Prowler is torn-down, fuel and engines are removed; paint stripped and all wires, harnesses and cables are extracted. "It's more economical to replace wires and harnesses than to modify each individual harness," states Al Stevens, Calverton EA-6B Mod production manager.

But the major thrust of the program is the ICAP configuration and thus far 14 of the 21 Prowlers have been updated and sold to the customer.

In modifying the Prowler with the latest state-of-the-art, the on-board tactical jamming system expands from four to eight bands. It also includes reducing response time in identifying enemy radar threats and adds a new multi-format display. In addition, a Mode-one automated carrier landing system (ACLS), a new defensive countermeasures system and a communication navigation and identification (CNI) are installed.

Right on target

As of June, 1977, one Prowler has been "DD-250'd" (sold) each consecutive month and will be continued to be sold through February 1979 when the last Prowler will be delivered. Currently there are seven Prowlers going through the mod program at Calverton. The first 14 Prowlers have all been modified within costs - - on or ahead of schedule.

Number 21. *Capt. John Diloreto and his crew deliver the final Prowler for modification at Calverton to Jim Peters, deputy director of Calverton Operations. (Photos by Jim Wagner)*

Opening new office in Atlanta, Ga.

Building on the success of the Chicago Regional Office which opened last year, Grumman Corporation will open a Southeastern Regional Office in Atlanta, Georgia, this coming September.

Bill Schwendler Jr. has been appointed manager of the Southeastern Regional Office which will be located in downtown Atlanta.

"In addition to increasing Grumman's presence in the Southeast, "said Jack Bierwirth, Grumman Corporation Chairman," the Regional Office will assist those subsidiary personnel located in the area, build continuing business and government relationships, stay abreast of regional business conditions, and identify new business opportunities."

Until the new office is activated in September, Schwendler's office will be located in Grumman Corporation's Headquarters Building on Stewart Ave. in Bethpage. He reports to Pete Viemeister, Vice President-Development.

If you plan any business activities (or visits) in the Southeast, contact Schwendler (516-575-2330).

Personals

My family and I wish to express our sincere appreciation to all our co-workers, friends and Employee Services for their sympathy and kindness during the recent loss of my father. Ted Calpakis

My family and I wish to express our sincere appreciation to our many friends at Grumman and to Employee Services for their thoughtfulness and sympathy during the recent loss of my mother. George Halleran

On behalf of my family and myself, I wish to thank all my friends at Grumman for their good wishes and encouragement during my recent hospitalization. George Markenson

On behalf of my daughter and myself, I wish to thank all our friends at Grumman for their kindness and sympathy at a time when it was deeply appreciated. Mrs. Salvatore Sciascia

I wish to thank my friends, co-workers and Employee Services for their kind expression of sympathy during the recent loss of my mother. Gertrude Tillotson

On behalf of my family and myself, I wish to express my sincere appreciation to our friends at Grumman for their kindness during the recent loss of my father. Hector Azzaro

I wish to express my gratitude to all of my friends and co-workers for their concern and thoughtfulness during my recent illness. Herman Leuther

scorecard

The Grumman Garden Forum's final show of the season will take place in the Plant 35 cafeteria on September 14, and this show has something for just about everyone.

If you have been tending a house or office plant that you are especially proud of, why not enter it in the show; you just might walk away with a prize says Dot Kappenberg the show's director.

Garden growers have a number of categories for vegetables and fruits, so the shows arrangements will not only be beautiful but succulent.

"But my plant is too heavy to move," you say. Not to worry. Many forum workers will gladly help you place your plants in the proper Class. If you have any questions, contact Kappenberg, Ext. 5465.

Brochures are available at all Employee Services (ES) offices.

Florida finalists. *The Plant 77 Tomcats who finished second in the South Florida Industrial League District Championships recently went on to compete in the State Finals at Port St. Joe. The Tomcats placed fourth in the Florida finals. Pictured (L - R) Back row; Coach Bill Beetle, Mike Haas, Terry Smith, Bob Blum, Bill Stevens, Pete Oates, Conrad Patterson, Tom Leonforte, Roy Myers, Rick Macklem, Bryan Wacha and Manager Danny Strauss. Front row: Vice President Ed Dalva, GAA committee member Frank Walton, George LeDoux, John Madeiros Jr., Nick Durick, Clarence Delancey, Bob Smith and batboy Kenny*

Going to the Nationals

By finishing a strong second in the Long Island Women's Softball League, the Grumman girls were invited to compete in the National Tournament being held today, tomorrow and Sunday in Chattanooga, Tennessee.

Football classic

Tickets are on sale at the GAA office for the annual Grambling-Morgan State game at Yankee Stadium on Saturday, Sept. 23. Sponsored by the New York Yankees in association with the New York Urban League for the benefit of the Whitney M. Young Jr. Memorial Scholarship Fund, the game gets under way at 7:30 p.m. Grummanites purchasing tickets through GAA will sit in the loge, Section 32. Tickets are $10.00 per person. Contact Herb Mahoney, Ext. 2269 or 2133.

Checkmate

After a slow start in the Long Island Chess League, Grumman's chess team won the "B" division championship in the 1977-78 Long Island Chess League finals.

Grummanites, Ron Stillman, Marty Filler, Pete King, George Patterson, Grahme Fischer and Bruce Clark just barely finished with a half-point advantage in the tough division (just under master level).

John Givler, Jim Kobus, Nick Corso and John Schrittwieser occasionally filled in to cover absences for first team members. George Patterson won an individual honor for his play.

Plans are now being made to form a second Grumman team in the "B" division. The next tournament will be held at Plant 30 on alternate Friday evenings beginning in October and continuing into March. Interested players with Class "C" to Class "A" capability should contact team captain Grahme Fischer, Ext. 6854.

If you are unsure of your level of play and want to play tournament chess, phone Grahme. Players who wish to play faster paced or less formal games should contact club president, Alex Ikonikow, Ext. (115) 3673.

The club is beginning to plan lunchtime matches (speed chess and untimed ladder tournaments) at various plants.

Another golf title

The Grumman varsity golf team wrapped up another Long Island Industrial League championship when the quartet of Jim Minsky, Tony Cisco, Forrest White and Jim Alverson put out LILCO's lights, 6-2, to remain undefeated.

Still more golf. Eric & Marilyn Bunzel shot 43 for nine holes on Bethpage's Blue Course to win the Mixed Pinehurst No. 2 in July.

Calling all keglers

The Grumman Aerospace bowling league commences its new season in September. Each team will be composed of four men. Any new team or individual is welcome, reports Dan Aquilino. This Friday night league bowls at Woodbury Lanes on South Oyster Bay Road. Contact Aquilino, Ext. 8270 or Joe Carter, Ext. 3759.

The Gold Mixed league is expanding its roster. The new season begins in September at 6:30 p.m. on Wednesday at Country Line Bowl in Farmingdale. Interested parties should contact Gene Harms, Ext. 4229 or John Klaus, Ext. 6035.

Anyone interested in joining the Hawkeye Mixed League for Tusday night bowling at Mid Island Lanes in Hicksville can contact Anthony Klobukowski, Ext. 2515.

Varsity duel

The Grumman "A" tennis squad clinched the Long Island Industrial League's tennis championship last week. The varsity is undefeated in 11 starts in Red division play.

Meanwhile, Grumman's "B" team is fighting Photocircuits for second place. After a slow start, the "B" team is now 7-4. The "B's" will get one last chance to spoil the "A" team's unblemished record on August 30 when they meet at the Bethpage Tennis Center.

In other tennis action, most of the tournaments are winding down and the results will be published in the next edition of PLANE NEWS.

An All-Star aggregation from Grumman's Intramural Softball Leagues recently challenged the Grumman varsity softball team and didn't fare too badly in the 14-8 loss. Tom Rozzi, Vice President-Security & Personnel Services, threw out the first ball.

Gun safety

Several tragic instances of children playing with loaded guns have resulted in three Long Island deaths recently. In the interests of safety, the Grumman Rod and Gun Club is providing--free of charge--a National Rifle Association (NRA) pamphlet on gun safety.

"Guns in Your Home" is available at all Bethpage ES offices. Outside of the Bethpage area, write to Gordon Woodruff, mail stop A18-05 for a copy. The club wishes to remind everyone that anything capable of launching a projectile, whether it be a bullet, a pellet, bb, dart, nail or arrow is a potentially lethal weapon.

Tourney registration

Horseshoe — Single ☐

Horseshoe — Doubles ☐

Paddleball — Doubles ☐

Handball — Single ☐

Handball — Doubles ☐

Name _____

Mail Station _____ Ext. _____

Partner's Name _____

Mail Station _____ Ext. _____

Submit to GAA, A-1 no later than Sept. 5

Deadline Sept. 5 for autumn tourneys

The annual GAA horseshoe, handball and paddle ball tournaments begin Monday, September 18, says Herb Mahoney of GAA. Action will take place at Bethpage Town Park for handball and paddleball. Horseshoes will be thrown on the north side of Plant 3.

All entrants must register by Friday, September 5. Singles and doubles competition will be held in both horseshoes and handball. This year paddleball is for doubles only. If you wish to enter, fill out the registration form and mail it to GAA, A-1 no later than September 5.

Tourney of champs lures 142 golfers

The annual GAA Golf Championship & Kickers Tournament was played at Manorville's Pine Hills Country Club on a sunny August 9th. Because the tourney was oversubscribed, a second tournament was played as PLANE NEWS went to press (results will be published in the next edition).

Of the 142 players, 79 broke 100 on the par 72 layout. But the course didn't play easy; just five players scored under 80. Of the 17 women entrants, only Peggy Bunzel and Bella Cherry scored under 100 with Peggy's 92 taking top honors.

Bob Chalus' 76 led all scores while Frank Curcio's 79 was low gross in the men's senior division. Joan Pavlat won low net and longest drive in the women's competition.

Joe Gambino easily stroked the longest drive of the day, but in the closest to the pin competition, Ed Barron just nosed out a golfer in the foursome playing behind him. Ed's shot on the 142-yard par-three hole measured 39 inches. Both men missed their birdie putts, as did Elaine Merritt who was closest in the women's competition at 10-feet away.

Actually the hole conceded only five birdies. Jim Smith, Wally Spielman, Ernie Spence, Fritz Blombach and Executive Vice President Ralph "Doc" Tripp all carded deuces.

Other winners were: Nat Lazzara, low net; Ed Fusco, low net in the senior division; Ceasar Roscigno, 2nd low gross; Ralph Miller, 2nd low net; Vin Ianniconna, 2nd low net seniors.

After the round, the participants enjoyed a cocktail hour, buffet dinner and all golfers received "kickers" prizes ranging from golf balls to umbrellas to shirts and Grumman glasses. As usual, tourney director Mike Cherry and the GAA staff presented a successful and enjoyable day.

The scores were:

Bob Chalus 76; Caesar Roscigno 77; Joe Boccia 79; Joe Gambino 79; and Frank Curcio 79.

Vin Iannacone 80; Willie Lee 80; Jim Alverson 81; Forrest White 81; Jim Smith 81; Stan Bartoszek 81; Vin Annunziata 81; and Bruce Yberg 81.

Ed Fuoco 82; Bill English 82; Willie Suppa 83; Bob Zerebak 83; Gene Goltz 83; Don Pierce 83; and Bill Ostrosky 83.

Robert Jonassen 84; John Roman 84; Carl Sanford 84; Ken Prager 84; Vic DiMattia 85; Ralph Tripp 85; Sal Comitino 85; Ed Anderws 85; Pat Cherry 85; Bart Martorell 86; Tony Carioli 86; Nat Lazzara 87; Jim Voneschen 87; Bill Phillips 88; Ed Zakshevsky 88; Wally Kalinyak 89; Chet Andrews 89; Ernest Spence 89; Mike Dinoia 89; and Brian Masterson 89.

Joe Lennon 90; Wally Spielman 90; Pete Ivy 90; Ernie Pennio 91; Ralph Miller 91; Ron Winter 91; Sam Avati 91; Bob Gagnon 91; Jack Singer 91; Marty Larcombe 92; Ted Placek 92; Frank Sorrentino 92; Joe Bruce 92; Lou Epaminonde 92; John Glozek 92; Bob Ingram 92; and John Zaccaria 92.

Don Wallace 93; John Morrison 93; Charlie Karp 94; Ed Barrow 94; Frank Link 94; Rudy Ferro 94; Herb Matthews 94; Harley Nelson 95; John Mica 95; Paul Higgins 95; Stan Bohm 95; Tom Swejkowski 95; Bob Mierjewski 95; Frank Purstell 96; and Don Mazuk 96.

Joe Migliorie 97; Angelo Pomponio 97; George Bilzi 97; Joe Zarnay 97; Rudy Adornato 98; Jack Pantano 98; Erwin McCalla 99; Richie Bozzella 99; Tony Mascolo 99; and Don Wright 99.

Bill Wright 100; Joe Schmidt 100; William Brennan 101; Ron Swass 101; Ron Price 101; Richard Dillinger 101; Bob Specht 101; Robert Schwarz 102; Robert White 102; Charles Cezniak 102; Tony Perre 102; Frank Heaney 102; Jim Duffy 102; Bill Ryan 102; Nelson Giordan 103; and Ralph Wittman 103.

Ed Bomer 104; Bill Costanzo 105; Robert Maher 105; Jack McFarland 105; Fritz Blomback 105; Al Pinisi 107; Jerry Rainford 107; Ed Kruse 108; William Gander 108; Paul Martorella 108; Tony Natale 109; Bruno Lehtila 110; Dave Oleyniczak 111; Mike Martin 111; Rod Rose 111; and Monte Jiran 111.

Don Lewis 112; Tom Farrugia 113; Bob Whritenour 113; Dick Passarella 115; Mike Krot 115; Charles Rainwater 116; Paul Coronato 118; Harry Milne 119; and Karl Jurgenson 119.

Peggy Bunzel 92; Bella Cherry 98; Joan Placek 100; Rita Looney 103; Joan Cetta 109; Eileen Toomey 113; Joan Pavlat 115; and Linda Prager 118.

Nikki Wright 120; Vivian Dooley 124; Elaine Merritt 124; Marilyn Bunzel 127; Elaine Ross 127; Marie Smith 130; Mary Kruse 131; Fran Zuk 143; and Judi Hogan 162.

calendar

American Production and Inventory Control Society: Sat., Sept. 9, 8 a.m.-5 p.m., Hofstra University, Hempstead; Four Track Seminar: Master Sched., Capacity Plng/Shop Floor Cntrl., MRP, Invent. Mgt.; guests welcome. N. Heilweil, x2250.

Fencing Club: every Tues., after 4:30 p.m., Pl. 30 cafe; both beginners and experienced fencers; instruction and competition; GAC employees and dependents welcome. P. Chaldaris, x4331.

Flying Club: Fri., Sept. 8, 5:00 p.m., Pl. 28 auditorium; regular monthly meeting; film presentation: "History of Flight, Part 3." R. Reisch, x3286.

Folk Dancers Club: every Tues., folk dancing, every Thurs., hustle and ballroom dancing; some instructions available lunchtime; receiving area Pl. 6; all welcome. E. Urciuoli, x(117)6688.

Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg. (at Pl. 3 rr crossing); regular meeting; guests welcome. R. Muntz, x(115)6044.

Scuba Divers Club: Wed., Sept. 13, 7:00 p.m., Chateau Restaurant, Brentwood; scuba diving and dive related; guests welcome. A. Andreiev, x5540.

Toastmasters Club: Wed., Sept. 6, 5-7 p.m., Pl. 25 conference room C; regular meeting. J. Allison, x3475.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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